CLAIMS PRESENTED BY PRELIMINARY AMENDMENT

1-7. (canceled)

8. A micro aerial vehicle comprising:

- several blades in airfoil shape that are places in calculated angle and space;
- hubs that connect the blade to with a body of a vehicle;
- a rotor which gives lifting force with its spin;
- a spin-able axle which its vertical hem is bound to the hubs;
- a rotor drive that is needed to spin the rotor;
- a vehicle body that is placed right under the rotor in order to fly from the lift that is obtained by revolutions of the rotor; and
- fixed-wings that are placed in certain angle and space around the outside of the vehicle body in order to reduce a reaction torque, which affects the body to turn the opposite direction of the rotor, from the rotor's movement.

9. The micro aerial vehicle of claim 8, further comprising: a counterbalancing-reaction-torque-system on fixed-wings that cancels the reaction torque given to the body by air flow, caused by a rotor's movement, coming down through the blades.

10. The micro aerial vehicle of claim 9, wherein the above fixed-wings are designed to be bent in order to control angle and surfaces where the above air flow is contacted.

11. A micro aerial vehicle comprising:

- several blades in airfoil shape that are places in calculated angle and space;
- hubs that connect the blade to with a body of a vehicle;
- a rotor which gives lifting force with its spin;
- a spin-able axle which its vertical hem is bound to the hubs;
- a rotor drive that is needed to spin the rotor;
- a vehicle body that is placed right under the rotor in order to fly from the lift that is obtained by revolutions of the rotor;
- fixed-wings that are placed in certain angle and space around the outside of the vehicle body towards the direction of the drive axle in order to reduce a reaction torque, which affects the body to turn the opposite direction of the rotor, from the rotor's movement;
- above fixed-wings placed around the body are tilted in certain angle and bent to form a counterbalancing-reaction-torque-system which maximizes a force they get from the air flow, caused by the rotor's movement, through the above blades, further characterized in that this force is used to cancel the reaction torque from the spinning rotor.

12. The micro aerial vehicle of claim 11, wherein above fixed-wings are designed to be bent in order to control angle and spaces where the air flow, which caused by the rotor's movement, coming down through blades.

13. The micro aerial vehicle of claim 8, further comprising:

- a receiver which receives radio signals sent from the remote control;
- a control system which converts radio signals into electric signals, and operates the rotor drive

according to these signals; and
- a power supply which supplies power to the above control system and the rotor drive.

14. The micro aerial vehicle of claim 9, further comprising:
    - a receiver which receives radio signals sent from the remote control;
    - a control system which converts radio signals into electric signals, and operates the rotor drive according to these signals; and
    - a power supply which supplies power to the above control system and the rotor drive.

16. The micro aerial vehicle of claim 10, further comprising:
    - a receiver which receives radio signals sent from the remote control;
    - a control system which converts radio signals into electric signals, and operates the rotor drive according to these signals; and
    - a power supply which supplies power to the above control system and the rotor drive.

17. The micro aerial vehicle of claim 11, further comprising:
    - a receiver which receives radio signals sent from the remote control;
    - a control system which converts radio signals into electric signals, and operates the rotor drive according to these signals; and
    - a power supply which supplies power to the above control system and the rotor drive.

18. The micro aerial vehicle of claim 12, further comprising:
    - a receiver which receives radio signals sent from the remote control;
    - a control system which converts radio signals into electric signals, and operates the rotor drive according to these signals; and
    - a power supply which supplies power to the above control system and the rotor drive.

19. The micro aerial vehicle of claim 8, further comprising:

    - a power supply located in remote controller; and
    - an electrical line that connects the power supply and the rotor drive where the power is sent through when power to operate the vehicle is confirmed by the above power supply.

20. The micro aerial vehicle of claim 9, further comprising:

    - a power supply located in remote controller; and
    - an electrical line that connects the power supply and the rotor drive where the power is sent through when power to operate the vehicle is confirmed by the above power supply.

21. The micro aerial vehicle of claim 10, further comprising:

    - a power supply located in remote controller; and
    - an electrical line that connects the power supply and the rotor drive where the power is sent through when power to operate the vehicle is confirmed by the above power supply.

22. The micro aerial vehicle of claim 11, further comprising:

    - a power supply located in remote controller; and

- an electrical line that connects the power supply and the rotor drive where the power is sent through when power to operate the vehicle is confirmed by the above power supply.

23. The micro aerial vehicle of claim 12, further comprising:

- a power supply located in remote controller; and
- an electrical line that connects the power supply and the rotor drive where the power is sent through when power to operate the vehicle is confirmed by the above power supply.